



# The China Mail.

ESTABLISHED 1845

NOTES ON WILD  
LIFE IN HONGKONG  
AND SOUTH CHINA  
By the Rev. G. A.  
RUMBURY, M.A.  
To be had at the  
China Mail Office  
Part I Revised Price 75 Cents

No. 15,890.

號八月四年四十一百九千一第

HONGKONG, WEDNESDAY, APRIL 8, 1914.

庚申年三月廿四日

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## THORNE'S

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of Lords and House of Com-  
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WINE & SPIRIT MERCHANTS  
ADJUTANT BUILDING, HONGKONG.

## UMEMOTO.

PROFESSIONAL TATTOOER.  
Orders attended to at the residence of  
Customers, if desired.  
Finest work done by hand only.  
No. 12, Queen's Road East,  
Hongkong, Oct. 2, 1913. 1180

## REVIEW.

Sell's "World's Press."

In the foreword to the 1914 edition of Sell's "World's Press" the publishers state that in this issue an endeavour has been made to produce a volume which shall justify its title of "The handbook of the Fourth Estate." A casual glance only at the volume is needed to convince one that the object of the compilers has been fully attained. Not only is the work one of the most complete and convenient of reference books to the newspapers of the world, as well as news-agencies and special correspondents' articles and literary agencies, but an editorial section is included containing articles of great interest to all connected, directly or indirectly, with the Press. A subject which especially appeals to Far Eastern readers is dealt with by Mr. W. Sheldon Ridge, B.A., M.B.A.S. (Editor of the China "National Review") in "China's Press in the Far East." In the course of Mr. Ridge's remarks, the great part played by the Chinese newspapers in preparing the country for the Revolution and its influence on the foreign newspaper Press in China has been set out of all proportion to its circulation, and as time goes on the weight of that influence compared with the Chinese Press, must become smaller, for the Chinese Press, following its own distinct way either British, Continental or American traditions, is building up a tradition and a worthy tradition of its own and must ultimately have no breakfast table necessity to the Press of readers; whilst the foreign Press can only reach a few thousands.

## WHICH-WAY-ROUND SKIRT?

Problem of Fashion.

When women set out to buy their spring costumes this season they will have to secure the services of an expert on how to wear them.  
The new problem has arisen through the draped or tunic skirt, and its lines are so intricate that it is difficult to know which is the back and which the front of the garment. With all manner of puttings and drappings the newest skirt is regarded as a Chinese puzzle—once it is on, women can only conjecture whether this line is right or wrong.

A newspaper representative inspected a skirt in a fashionable Oxford Street shop, recently. No satisfactory reply could be obtained as to which was the front; the garment looked equally well any way round.

"Women come and select their costumes," said the manager, "and if the length of the skirt is all right they don't care a rule try it on. Next day, however, they come back to see which is the right way round. Sometimes we are puzzled as they are; but the question is settled after a conference or demonstration."

"Two dresses is one."

Even in dresses in which the sleeves are long and straight and the back of the neck is as low as the front it is some times difficult to tell which is the front of the garment.

"Now there are no waists the dress can be worn on its wrong choise."

The Which-way-round problem, however, has its compensations, as Miss Marie Terpest, the best-dressed woman on the London stage, and therefore an authority, discovered at the Playhouse. One night she appeared in the approved fashionable manner, and on the following evening she turned the skirt round, thus appearing to have an entirely different garment. "Two dresses in one" will no doubt be the future observation of the spectators when watching her.

## BUSINESS NOTICES.

MILKMAID  
RICH THICK CREAM

(which can be whipped but cannot be beaten)

It is

SIMPLY

PURE

CREAM



Packed in Three sizes of tins,  
11½ oz., 5½ oz., 4 oz., net weight.

Obtainable from

Messrs. LANE, CRAWFORD & Co.  
Messrs. H. RUTTONJEE & SON.

Messrs. THE SINCERE Co.  
Messrs. THE FRENCH STORE.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMSHIP CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.  
HONGKONG TO CANTON. CANTON TO HONGKONG.  
WEDNESDAY, 8th APRIL.  
8 A.M. HEUNGSHAN. 8 A.M. KINSHAN.  
10 P.M. KINSHAN. 5 P.M. HONAM.

THURSDAY, 9th APRIL.  
8 A.M. HONAM. 8 A.M. HEUNGSHAN.  
10 P.M. HEUNGSHAN. 5 P.M. KINSHAN.

## REDUCTION IN SALOON FARES

Commencing from April 1st the Saloon passage rates by the Companies' Steamers will be reduced to—

Single Fare by Night Steamer ..... 8 6.00  
Return Fare by Night (available also for Return by day Steamer) 10.00  
Single Fare by Day Steamer ..... 4.00  
Return Fare by Day Steamer ..... 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

## HONGKONG-MACAO LINE.

S.S. "SUITAI" S.S. "TAISHAN"

HONGKONG TO MACAO.  
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf  
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

## EXCURSION TO MACAO.

SUNDAY, 12th APRIL.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 4 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

## FARES AS USUAL

CANTON-MACAO LINE.

S.S. "SUITAI"

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE  
HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD., THE CHINA NAVIGATION  
COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "PAINAM" 589 Tons. and S.S. "NANNING" 565 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAY" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.

HOTEL MARRIOTT (First Floor).

Opposite Blake Pier.

## SINGON & CO.

ESTABLISHED A.D. 1870.

IRON, STEEL, METAL, and HARD  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers. Pig Iron and  
Foundry Casts Importers. General Store-  
keepers and Shipchangers. Nos. 28 and  
31, Hing Loong Bazaar, (Red Street, west  
of Central Market) Telephone No. 515.  
Hongkong, September 4, 1913.

## THE CARLTON HOTEL

Recently Renovated and Refurnished.  
Self-Contained Suites and Apartments with Private  
Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading  
and Writing Rooms.  
PERFECT REFRIGERATION  
Under Personal Management of  
J. D. WATSON, Esq.

## BUSINESS NOTICES.

## FAIRALL & CO.

ARE SHOWING  
NEW BLOUSES  
SMART WASHING FROCKS  
LINEN SKIRTS  
MUSLIN & LACE COLLARS  
READY TO WEAR HATS.

Telephone 644.

2 Peddar Street.

Hongkong, April 1, 1914.

1300

## GEORG STEIGER.

GERMAN SAUSAGE FACTORY

(Deutsche Wurstfabrik.)

Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can  
be obtained already sliced by  $\frac{1}{4}$  and  $\frac{1}{2}$  lb. etc.  
Beef and Pork sausages made fresh every morning.  
Special arrangements will be made with Hotels, Canteenes,  
Boarding-houses, Ships, Picnic parties, etc.

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
A LA CARTE GRILL ROOM.

196

J. H. TAGGART, Manager.

## PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP

Adjoining the "Whamway" Terminal, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.  
Roof Garden.

Terms: From \$5 per day. Mx.

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## GRAND HOTEL.

NOLED FOR THE BEST ROOM, REFRESHMENTS, ACCOMMODATION  
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CUISINE UNDER EUROPEAN SUPERVISION

ELECTRIC LIGHT & FANS THROUGHOUT.

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## WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURITA.

The first (1913) edition already issued.  
BIOGRAPHIES of over 5,000 people  
who are well-known in society and of  
several hundred foreigners associated with  
Japan appear in the book. Quite new  
materials and accurate sketches, both being  
utterly free from prejudices.

Many portraits are inserted. The book  
contains over 1,400 pages.

The price is yen 6 (12/-) or \$3 per copy.  
Orders for the book should be accompanied  
by payment.

Subscribers for the second annual edition  
of "Who's Who in Japan" will be allowed  
a reduction of one yen.

The registered postage is 15 cents to Korea  
and China 40 cents and to Europe & America  
70 cents or 35 cents.

It is a GOOD ADVERTISING MEDIUM.  
Many influential papers of the world  
noticed this work in the highest terms.

For example, The Daily Mail says:—  
"Yet another 'Who's Who' and this  
time from Japan!" The reader is apt at  
first to regard it as a curiosity, as a sign  
that the East has now become Western.

practically almost to the last detail. But  
"Who's Who in Japan" is far more than  
a curiosity; it is a very sound and useful  
reference book. It is printed in English  
and contains brief biographies, on the  
accepted model of prominent men in Japan.  
Mr. Kurita is a skillful editor and has done  
his work well.

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No. 5, 1-chome, Uchisaiwaicho,  
Kojimachi-ku, Tokyo

## PEAK TRAMWAYS COMPANY.

LIMITED

TIME TABLE

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes  
8.00 a.m. to 10.00 a.m. Every 10 minutes  
10.00 a.m. to 11.00 a.m. Every 15 minutes  
11.00 a.m. to 12.45 p.m. Every 15 minutes  
12.45 p.m. to 1.15 p.m. Every 10 minutes  
1.15 p.m. to 1.45 p.m. Every 15 minutes  
1.45 p.m. to 2.15 p.m. Every 10 minutes  
2.15 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 8.10 p.m. Every 10 minutes

WEEK DAYS.  
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00  
p.m. Every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of  
an hour.

SUNDAYS.  
6.00 a.m. to 10.30 a.m. Every 15 minutes  
10.30 a.m. to 11.00 a.m. Every 10 minutes  
11.00 a.m. to 12 Noon Every 15 minutes  
12.00 Noon to 1.00 p.m. Every 10 minutes  
1.00 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 6.00 p.m. Every 10 minutes  
6.00 p.m. to 7.00 p.m. Every 15 minutes  
7.00 p.m. to 8.10 p.m. Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAY.  
Extra Cars at 12 m'dnight.

SPECIAL CARS by arrangement at the  
Company's Office, ADJUTANT BUILDING,  
DE VORST ROAD CENTRAL.

JOHN D. HUMPHREYS & SON  
General Managers

## BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LD.

## Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

## MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A  
Speciality.

NOTE ADDRESS.

ICE HOUSE HONGKONG.

## WEISMANN'S

FOR BREAD

## WEISMANN'S

FOR CAKES

## WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 15, 1913.

## HOT -!- BUNS.

Please Order Early.

For the convenience of our many customers the first lot will be available  
after 5 p.m. Thursday 9th; the second lot at 5 a.m. on Good Friday, April 10th.

## ALEXANDRA CAFE

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS and SHIPBUILDERS, MILLER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two shipways and can accommodate any craft  
of 200 feet long.

Town Office, 48, COSSAUNT ROAD CENTRAL, HONGKONG. Telephone No. 459.  
Shipyard, Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 823.  
Estimates furnished on application.

Hongkong, April 1, 1912

WONG PING WA, Manager.



CALDBECK-MACGREGOR & Co.

ESTABLISHED 1864.

SOLE AGENTS

FOR

## B. L. WHISKIES

Gold label and White label  
Pure, well-matured and cheap.









## Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT,  
AND ADMIRALTY.

General Auctioneers

Share, Coal and

General Brokers.

PROPRIETORS

"TO-KWA-WAN"  
COAL STORAGE.

Codes used:  
A.B.C. 4th & 5th Editions.  
AL TELEGRAPHIC CODE.

Telegraphic Address  
METRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

SATURDAY,

the 11th April, 1914, commencing at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of, Ice House Street.

SEVERAL CASES MERCHANDISE,

Comprising:  
Biscuit Jars, Cans and Sauce, Dishes, Beer Mugs, Trays, Tea Sets, Vases, Jugs, Water Bottles, Brackets and Brass Umbrella Stands, Jardinières, &c., &c.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 6, 1914. 434

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

THURSDAY,

the 9th April, 1914, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of, Ice House Street.

A NUMBER OF

PAIRS OF LADIES' AND GENT'S

BOOTS AND SHOES.

A Few Lots of

CHOICE PERFUME AND SUNDRY

GOODS.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 4, 1914. 432

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

on

THURSDAY,

the 8th April, 1914, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of, Ice House Street.

A CONSIGNMENT OF

NEW SEWING MACHINES.

Complete with all fittings, tools, &c., by well known makers.

Including Machines for family use and industrial purposes.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 7, 1914. 440

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

WEDNESDAY,

the 15th April, 1914, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of, Ice House Street.

A QUANTITY OF

VALUABLE TEAKWOOD

AND PINEWOOD

FURNITURE,

&c., &c., &c.

As follows:—

TEAKWOOD—Upholstered Drawing Room Suites, Arm chairs and Sofas, Carpets and Rugs, Brass and Brass-mounted Bedsteads, Bureaus, Wardrobes, Washstands, &c., Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., &c., Dinner and Dessert Services, Crockery, Glass Ware, Crocking Stoves, Kitchen Utensils, Cutlery, &c., &c., &c.

Also

Two New Rickshaws, Three Lady's and Gent's Carrying Chairs, Five Pianos, One Lady's Saloon Ride, Blackwood Overmantel, Old Chinese Blackwood Cabinet, 1 Desk, 1 pair Old Bone Figures, Electric Reading Lamp, etc. 1 Marble Clock, One 3/4 Size, American Ice Chest, 1 Typewriter, Barograph, 3 Ceiling Fans, Copper Boiler, etc.

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 7, 1914. 443

## AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

on

SATURDAY,

the 11th April, 1914, at 12 Noon,

at their Sales Rooms, No. 8, Des Voeux Road, Corner of, Ice House Street.

TWO SECOND HAND HARDWOOD

LIGHTERS

each 100 Tons.

Length..... 79ft. 6in.

Breadth..... 24ft. 6in.

Depth..... 7ft. 6in.

Complete with hatch, fittings, etc., including one 4 cwt. Anchor and 60 fathoms (in. Chain, and Sewt. Anchor and 60 fathoms (in. Chain.

Further particulars may be had from the undersigned.

To be sold with all faults and errors.

On view 10th just of Observation Place.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 3, 1914. 438

## HOTELS.

THE

STATION HOTEL

NATHAN ROAD,

KOWLOON.

ELECTRIC LIGHT AND FANS.

BATH-ROOM TO EACH ROOM.

Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.

BILLIARD ROOM.

Private Dining Room.

EXCELLENT COUSINE.

For Particulars apply to

THE MANAGER

TEL. No. 1129. Tel. Address: "STATION."

Hongkong, Feb. 2, 1912. 296

KING EDWARD HOTEL

Central Location.

Electric Lifts, Fans and Lights.

European Bath and Sanitary Fittings.

Hot and Cold Water System through out.

Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS: "VICTORIA."

R. H. NORTH,

Manager.

KINGSCLERE HOTEL

HONGKONG

UNRIVALED position in the Hill

district, overlooking the Botanical

Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously

fitted Bathrooms, Telephone and Electric

Fans.

Telephones in Bedrooms and Sitting rooms

throughout.

Telephone No. 1122.

Cable address: "Kingsclere."

A.B.C. Code 5th Ed.

Hongkong, September 1, 1908. 1208

BRASSIDE

PRIVATE HOTEL

STANDING in its own grounds with

Tennis and Croquet Lawns, Lawn

Mary and Well Furnished Rooms, Every

home comfort. Fine View of the Harbour.

Telephone No. 690.

Apply to Mrs F. W. WATTS,

Brasside, 20, Macdonnell Road.

Hongkong, September 2, 1908.

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER

PURELY NATIVE DIRECTION.

—

THE CHINESE MAIL

THE LADING CHINESE PORTFOLIO AND

COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE

TELEGRAPHIC NEWS FROM

NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM

VARIOUS PORTS IN CHINA AND JAPAN.

\$8.50 per annum delivered in Hongkong

\$12.50 to all other ports.

5, WELLS STREET, HONGKONG.

SYSTEMS: Fresh, Fried or Stewed.

Finest Haddock, Mackerel, etc.

ALEXANDER GAYE.

**VICHY**  
NATURAL MINERAL WATER  
FRENCH GOVERNMENT'S Springs  
**VICHY CELESTINS**  
In bottles and half bottles  
is for the Kidney and Bladder troubles, bladder  
trouble—Gout—Gravel—Arthritis  
**VICHY GRANDE-GRILLE**  
For Liver trouble  
and Bilelessness.  
**VICHY HOPITAL** For Indigestion.  
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED  
**VICHY-ETAT PREPARATIONS**  
**VICHY-ETAT SALT** Natural salt from the waters.—In tins and bottles.  
**VICHY-ETAT TABLETS** 2 or 3 after meals make digestion easy.  
**VICHY-ETAT COMPOUNDS** To make your own digestive aerated water.

## RUGBY FOOTBALL AT HOME

HOSPITAL CUP FINAL.

London, V. St. Bartholomew's.

(By Major Philip Trevor in the

"Daily Telegraph" of March 13.)

London Hospital, 10 points; Bart's, 0.

By two goals and two tries to nothing.

London beat "Bart's" yesterday afternoon

at Richmond, and thus became the

champions for the year 1914. Their success

in this game had, of course, been

anticipated, and such surprise as there

was came from the comparative small-

ness of the victory. Every unprejudiced

spectator who watched the play must

have felt much sympathy with the hard-

working pack of forwards who were dis-

tinged to be on the losing side. In no

respect was it a very scientific match;

but keen tackling, desperate scrambling;

and much spilling are all in accordance

with precedent where a Hospital

Cup is concerned.

For all that, the "Bart's" forwards

did much that was intrinsically good,

and their very creditable performance

was not confined to the excellence of

some of their rushes. They often than

not got the ball in the tight scrumming,

and consequently the men in their back

division should have been able to show

the public what they could do in attack.

Very unfortunately—as it seemed to many

good judges of the game—they were never

given a reasonable chance of doing so.

Their stand-off halfback at times did

neat and clever things as an individual,

but he certainly presumed over much

upon the success of these efforts. Get-

ting through on occasions "lovely," he

was not content to beat merely one or

two opponents, but the attempt to beat

a third or a fourth nearly always brought

to nothing what should have been a pro-

mitting movement. At times, too, he was

content merely to gain ground by kicking,

and so it came about that, despite much

excellent preliminary work, the beaten

team never looked really likely to score.

It may be that the stand-off half-back

was playing to order; but Rugby football

is essentially a game in which the exist-

ing situation should dominate the tactics

employed, and, as that is so, it practically

follows that the men in the "Bart's"

three-quarter line ought to have been

better trained. The keen, strong work

of the "Bart's" forwards was at once

observable when the match began at a

quarter-past three, and it was some time

before the eventual winners instituted

anything like a dangerous attack. Play,

indeed, had lasted a quarter of an hour

before Rowland, taking a return pass from

Stewart, made a judicious cross kick.

Rowland dashed up, gathered the ball,

and got a try. Atkinson had no difficulty

in kicking a goal, and six minutes later

came a rather unexpected addition to the

winning total of points. "Bart's" were

attacking at the time, and it was in his

own twenty-five that Watson intercepted

a pass. He made a fine and a long in-

dividual run, and, though twice or

three times half-tackled, he succeeded in

beating the defence and scoring between

the posts. Atkinson only kicked a goal,

and, when he had done so, Mr. E. W.

Culver blew the whistle for "no-side."

As the day was fine, the ball dry, and

the fog off, something might be said

of a good "Bart's" match. In fact, it

was a good "Bart's" match. In fact, it

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was a good "Bart's" match. In fact, it







## Bottled History

is a phrase that can truthfully be applied to

## JOHNNIE WALKER

Every bottle sold to-day has been maturing during the past six, ten or twelve years as follows:

JOHNNIE WALKER,  
"White" Label,  
Over 6 years old.

JOHNNIE WALKER,  
"Red" Label,  
Over 10 years old.

JOHNNIE WALKER,  
"Black" Label,  
Over 12 years old.

Guaranteed same Quality throughout the World.

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our quality.

To be obtained from:

KAMP &amp; CO. SHANGHAI

PERRIN COOPER &amp; CO. TIENTSIN

THE HANKOW DISPENSARY

LIEM-SEN &amp; CO. HONG KONG

JOHN WALKER &amp; SONS, LTD.



Born 1800

Still going strong.

## TO LET

TO LET

"LA HACIENDA E", No. 74, Mount Kellett Road.  
Apply CHATER & M'DY,  
No. 5, Queen's Road Central.  
Hongkong, April 2, 1914. 415

TO LET

FROM APRIL 1st.  
THE FIRST FLOOR of No. 25, Des Vaux Road, Central. Suitable for Office. Robins can be let separately.  
Apply-DRAGON CYCLE CO.  
Hongkong, April 2, 1914. 416

TO LET

NO. 7, MOUNTAIN VIEW. Peak. Five Rooms, Unfurnished. Coolest position. Finest Views.  
DENNIS & BOWLEY.  
Hongkong, March 30, 1914. 399

TO LET

OFFICES in King's Building.  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, Jan. 13, 1914. 862

TO LET

UNFURNISHED, 4, Morrison Hill, containing 8 Rooms, with usual servants' accommodation.  
For further particulars, Apply Property Office, JARDINE, MATHESON & Co., Ltd.  
Hongkong, April 4, 1914. 421

TO LET

FROM 1st MAY, 1914.  
NO. 5, "AIMAI VILLAS", Austin Avenue, Kowloon.  
Apply to: PATELL & CO.,  
79 Wyndham Street.  
Hongkong, April 2, 1914. 254

TO LET

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.  
SHOP with Godown attached, NATHAN ROAD, Kowloon.  
Kowloon Marine Lot No. 48 with Wharf, WINDSOB LODGE, Kimberley Road, Kowloon, 6 rooms and Tennis court.  
No. 3 MINDEN VILLAS.  
FLATS in Nathan Road and Humphreys Buildings, from 1st May.  
Apply to: HUMPHREYS ESTATE & FINANCE Co., Ltd.  
Hongkong, April 4, 1914.

TO LET

ROGATE, Austin Road, Kowloon, unfurnished.  
No. 68 Peak, MOUNT KELLETT (Church Mission Society Bungalow) till 30th May 1914, partly furnished, Cheap rent.  
No. 6 CAMERON VILLAS, No. 59 Peak, to let furnished for one year from 1st May 1914.  
No. 19B, SHELLEY STREET.  
From 1st October 1913.  
No. 5 MOUNTAIN VIEW, newly painted and colourwashed.  
No. 12 BRACKENFIELD ARCADE, Shop.  
To let till 31st October, 1914, No. 64 The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.  
FOR SALE.  
HARTING and HIGGATE, on part of Kowloon Island Lot No. 1154.  
Apply to: LINSTED & DAVIS,  
3rd Floor, Alexander Buildings,  
Hongkong, April 7, 1914.

## NORTH BRITISH &amp; MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911.

£22,561,586.  
—Authorized Capital £5,000,000  
—Subscribed Capital £4,500,000  
—Paid-up Capital £2,437,500  
—Fire Funds £3,899,114  
—Life & Annuity Funds £16,136,160  
—Sinking Fund Account £8,614

£22,561,586

Revenue Fire Branch £2,567,158

Life and Annuity 1,973,289

Branches 262,692

Revenue Marine Department 430,193

Other Receipts 25,233,312

£25,233,312

The Accumulative Funds of this various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES &amp; CO. Agents.

## JAPANESE MAKERS.

Every kind of Footwear.



MADE TO ORDER

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PEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

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Surgeon Dentist

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE

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The Hongkong Hotel.

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The Kowloon Ferry Wharf.

The Kowloon Pier.

The Upper Peak Tram Station.

The Lower Peak Tram Station.

Leung Ming (Astor House Hotel).

Lau Pang Kee (Astor House Hotel).

Ah Choo (Queen's Road).

Wo Cheong (D'Aguiar Street).

Ruttonjee &amp; Son (Kowloon).

Hung Cheong (Kowloon).

etc. etc. etc.

If you have not seen a copy of the 'China Mail' at the above places, apply to the

ALEXANDER BUILDINGS, 3rd Floor, 7, 1914.

## SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, March 17.

MURRAY OF THE CHALLENGER.

Sir John Murray, K.C.B., whose name will always be remembered in connection with the explorations of H.M.S. Challenger, was killed in a motor accident on the Edinburgh Road at Kirkcaldy, nine miles from Linlithgow. His daughter, Dorothy, who was driving, was seriously injured. Sir John Murray was born in Canada, at Coburg, in the Province of Ontario, in 1841, and was the third son of a Scots who had emigrated seven years previously. Young Murray came to Scotland in his 17th year and studied at Edinburgh University. As a youth he showed his bias by forming a large natural history collection, the remains of which are still housed in the Macfarlane Institution at Bridge of Allan. He also made a voyage to the Arctic circle in a Paterford whaler, and collected specimens of Arctic marine organisms. At the University of Edinburgh he carried out original research in Professor Tate's Physical Laboratory, and it was his work there that marked him out for selection on the Challenger staff. The ship left Portsmouth in December 1872, and returned in May 1876. During this prolonged absence she made a succession of dredgings in the Atlantic, crossing the ocean in various latitudes no less than five times. She steamed south to the Cape and into the Antarctic Ocean, and then to Australia and New Zealand. Subsequently she proceeded northwards to the Fiji Islands, the New Hebrides, Manila, and Hongkong; visited New Guinea and the Admiralty Islands, the latter of which was then almost unknown to Europeans. The seas around Japan were afterwards investigated, and a track was made to the Sandwich Islands. The West Coast of America was in course of time reached, and the ship returned to the Atlantic through the Messier Channel and the Straits of Magellan. In her voyage she traversed the great ocean basins of the globe, making many hundreds of soundings, trawling, and dredging, often at great depths. By the frequent use of tow-nets and other appliances, numerous organisms which float at and near the surface were also collected; and an extraordinary quantity of material, much of it entirely new to science, was gathered together and sent to Edinburgh, to await the return of the expedition. A temporary Government Department was created to publish the results, first under the direction of Professor Wyville Thompson, and afterwards under Sir John Murray. Twenty-three years of Sir John's life were spent on the expedition and these after labours, and the report which he edited ran to 50 large royal quarto volumes. There was a grant for this report, but it was quite insufficient, and a large drain was made upon Sir John's private pocket. In later years he maintained at his own expense in Edinburgh an oceanographical laboratory, known as the Challenger Office. He founded marine laboratories at Granton on the Firth of Forth, and at Millport on the Clyde. He also conducted extensive oceanographical explorations in his own yacht round the coasts of Scotland, and was one of the founders and prime movers in the establishment of a meteorological observatory on Ben Nevis. Along with Mr. Fred. Pullar he undertook a bathymetrical survey of the fresh water lochs of Scotland. Among other expeditions to which he lent financial assistance was the scientific exploration of Christmas Island in the Indian Ocean by Mr. C. P. Andrews of the British Museum. The annexation of Christmas Island in 1888 was one of the incidental practical results of the Challenger Expedition. As Sir John Murray urged, against official opinion, it has been found to contain rich phosphate deposits, which have been very successfully worked by a company of which he became chairman.

ASIANIC STUDENTS AT EDINBURGH.

A member of Edinburgh University contributes an article to the "Edinburgh Evening News" upon the Asiatic students at present studying in the city. They may be conveniently divided, he says, into three classes—(1) the Indians, (2) the representatives of Burma, Ceylon, and the Straits Settlements, and (3) the Chinese. At the present time there are over 200 Indian students in Edinburgh, the great majority of them in the Faculty of Medicine, and rather more than 20 interested in engineering. The 200 excludes students from Burma, Ceylon, and the Straits Settlements, of whom there will be roughly 50. Very few of the Indian students take up Arts, and when they do it is generally in connection with the pursuit of legal studies in London. As a rule, the Indian students are the sons of Indian professional men or successful merchants. None of them are scholars of the Indian Government—such

## ENTERTAINMENT

## THEATRE ROYAL HONGKONG.

## THE BANDMANN OPERA CO.

## LAST TWO PERFORMANCES

TO-NIGHT, April 8th

The Wildest Musical

Comedy ever Produced.

## THE LAUGHING HUSBAND

(Dot Lachande Ewman.)

From the New Theatre, London.

THURSDAY, April 9th

Revival of the Laughable Musical Comedy.

## THE BALKAN PRINCESS

PRICE: \$3.50, \$3.00, \$2.00 and \$1.00.

Doors OPEN AT 8.30 P.M.

Commence at 8 p.m.

Plan now open at Moutrie's.

Hongkong, April 8, 1914. 377

## THEATRE ROYAL

April 16th, 17th and 18th

at 8.15 p.m.

Under the Distinguished Patronage of H. E. THE GOVERNOR and LADY MAY, H.E. VICE ADMIRAL T.H.M. JERRAM, C.B. and MRS. JERRAM, H.E. MAJOR GENERAL KELLY, C.B. and MRS. KELLY, THE HONOURABLE MR. CLARE SEYMOUR, Commodore and MRS. ALSTRETH.

## BETSY

A Comedy in 3 Acts

by F. C. BURNAND

in aid of

The Garrison Ladies Help Society.

The Hongkong Benevolent Association.

The Soldiers and Sailors Home.

The European Y.M.C.A.

PRICES: \$3, \$2 and \$1.

Soldiers and Sailors in uniform half price to \$1 Seats.

Booking at MOUTRIE'S.

Hongkong, April 1, 1914. 415

scholars go to Oxford or Cambridge. The

holders of scholarships derive from

Indian States, and they run from £200

to £250 per annum. It is calculated

that the average cost of five years' training

in Edinburgh will not be much less

than £1,000. There is an Indian Students'

Association, with one of the best

appointed clubs in connection with the

University. Over 30 Chinese students

are at Edinburgh University, and, like

the Indians, they are nearly all in the

Faculty of Medicine. Here again most

of them are sent by their parents, and

only one-third are Government students,

the bursaries being worth about £200 per

annum. Some of the students are sent

by the Chinese provinces and some by

the central Government. Like the Indians

they have an Association, but no

club-rooms, although they meet from time

to time to discuss the problems of their

native land and enjoy a little recreation.

Since the revolution a few years ago, they

have watched the trend of events in China

with great anxiety. Their attitude is

distinctly in favour of the Republican

system of government, and they are

understood to favour autonomous powers

for the various provinces. As a rule, the

relations of white and coloured students

at Edinburgh University are of the most

harmonious description, and the feature

of the present day life of the young men

is more encouraging than the numerous

friendships which exist between sons of

the East and the West. A very large

proportion of the Indian and Chinese

students are members of the Union, the

students' club open to all attending the

University, where they enjoy all the

privileges.

THE NAVY ESTIMATES.

The Canadian Ships.

The Expert Advisory Committee of the

Navy League, at a special meeting on

March 13, had under consideration the

new Navy Estimates, and in a statement

issued last night states that there will be

universal disappointment that no definite

action has been taken by the Government

to fulfil the world-wide requirements of the

Fleet left by the absence of the three

Canadian ships.

Mr. Churchill, in his speech in the House

of Commons on July 17, 1913, said:

The rejection of the Canadian Naval Aid

Bill by the Senate of Canada has, for the

time being, deprived us of the aid on

which we had counted, and unless that gap

were filled by further sacrifices of the

British taxpayer, the general defence of the

Empire, mark another blow to the defence

of the United Kingdom, would be three

ships short of the originally required one

from the end of 1916 onwards.

The League of Nations, Mr. Churchill's

scheme of "voluntary work" earlier on

the ships of current programme as doing

more than temporarily meet the de-

ficiency caused by the failure to provide

these three ships.

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	I.H.P.	Commander.	Last report at
Alacrity.	despatch vessel	1650	2	910	Comdr. Archibald Cochrane	Hongkong
Atlas.	Admiralty tug	—	—	—	—	Hongkong
Bramble.	river gunboat	710	2	800	Lt. Comdr. V. R. Dransfield	Shanghai
Britomart.	river gunboat	710	2	800	Lt. Comdr. Q. B. Proctor-Thomson	Shanghai
Cadmus.	aloop	1070	8	1400	Capt. M. S. Fitzmaurice	Shanghai
Chelmer.	torpedo boat destroyer	560	4	7500	Lieut. Comdr. H. T. England	Hongkong
Charub.	water tank and tug	390	—	300	—	Hongkong
Chlo.	aloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.C.	Shanghai
Colas.	torpedo boat destroyer	550	4	7500	Lieut. Comdr. U. M. Blackman	Hongkong
Fama.	torpedo boat destroyer	560	4	8700	Lieut. Comdr. C. A. Poignand	Hongkong
Hampshire.	cruiser, 1st class	10,850	10	20,000	Capt. H. W. Giant	Hongkong
Jo.	torpedo boat destroyer	560	4	7500	Lieut. Comdr. G. F. A. Mulock	Hongkong
Kennet.	torpedo boat destroyer	560	4	7500	Lieut. Comdr. F. A. H. Russell	Hongkong
Kinsha.	river gunboat	514	4	1900	Lt. Comdr. H. D. Marryat	Yankee River
Merlin.	aloop	1040	—	—	Lt. Comdr. Gilson	Hongkong
Minotaur.	cruiser, 1st class	14,600	—	27,300	Capt. E. B. Kiddle	Hongkong
Minotaur.	river gunboat	180	2	800	Lt. Com. Alan Dixon	Hongkong
Moorehead.	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Newcastle.	river gunboat	85	2	240	Lieut. Com. Malcolm Murray	Yankee River
Nightingale.	torpedo boat destroyer	560	—	7600	Lieut. Comdr. R. W. Wilkinson	Hongkong
Ribble.	depot ship, submarine	980	—	1400	Lieut. Comdr. F. A. N. Cromie	Hongkong
Rosario.	river gunboat	85	2	240	Lt. Comdr. Nash	West River
Robin.	river gunboat	85	2	240	Lt. Com. I. A. S. Hutton	West River
Sandpiper.	river gunboat	85	2	240	Lt. Comdr. M. T. R. Maxwell Scott	Yankee River
Snake.	receiving ship	4650	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Tamar.	river gunboat	180	2	800	Lt. Comdr. S. P. B. Russell	Upper Yangtze River
Teal.	river gunboat	710	2	800	Lt. Com. G. F. L. Page	Hongkong
Thistle.	river gunboat	11,985	12	12,500	Capt. P. Streetfield, M.V.O.	Hongkong
Triumph.	battleship	590	—	7500	Lt. Comdr. Maxwell	Hongkong
Uk.	torpedo boat destroyer	560	—	7500	Comdr. Seymour	Hongkong
Wolland.	river gunboat	195	2	800	Lt. Com. A. J. London	Upper Yangtze River
Widgeon.	river gunboat	150	2	500	Lt. Com. M. Blackwood	Yankee River
Woodcock.	river gunboat	150	2	500	Lt. Comdr. Lloyd	Yankee River
Woodlark.	light cruiser	5250	—	22,000	Capt. F. L. Cochrane	Colombo
Yarmouth.	submarine	—	—	—	Lt. Comdr. F. J. McGillivray	Hongkong
C.38.	submarine	—	—	—	Lt. Comdr. J. Gaiman	Hongkong
C.37.	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
C.36.	submarine	—	—	—	Lt. Comdr. Handley	Hongkong
.035.	torpedo boat	—	—	—	Lt. Comdr. Barton	Hongkong
.034.	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quinn	Hongkong
.037.	torpedo boat	—	—	—	Lt. Comdr. F. W. Seymour	West River
.038.	torpedo boat	—	—	—	—	—



# PREVENT DISEASE DISINFECT with WATSON'S HYGIENOL

A POWERFUL GERMICIDE,  
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PER PINT 50 CENTS.  
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etc.

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## coming season at

## quite moderate

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Patterns with Pleasure.

## THE EDWARD DISPENSARY,

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Chemists and Druggists

## GREAT REDUCTIONS IN

PRICES.

Prescriptions and Urinary

Drugs, Patent Medicines, etc.

2A, QUEEN'S ROAD, HONGKONG.

Hong Kong, July 22, 1913

devoted to the suppression of opium. But whilst this is so, many, on account of the huge profit that follows trade in the drug, go about and sell it surreptitiously. Thirdly, here and there some plots are still devoted to the growth of the poppy. It seems from the observations made that there must be a more sustained strictness shown before the province will be free from opium.

Referring to gambling, the same writer states:—It is reported in respect to gambling as with opium, that it waxes or wanes according to the determination of the officials to suppress it. In one case, some men were actually executed who ventured to gamble in face of the official edict prohibiting it. On the other hand, references are made to certain other places where, because some of the local soldiery connive at what is going on for the sake of bribes, gambling, though somewhat secretly, still flourishes. On the whole, it would seem that the pressure of officialdom is holding back the Chinese from going extensively into their favourite recreation.

One reads with sadness the traveler's references to the condition of affairs in respect to vice. He says that in some of the larger cities the houses of vice really outstrip those of cities like Canton, and no one seems ashamed to be associated therewith. A farm takes possession of the brothels, as they would do with any other business, pays the Government a certain sum per year. Then the members of the firm, which controls the affair, are at liberty to do what they like to get back their capital with interest. An account is given of the very shocking condition affairs. Men who are hard up sell their wives; and parents, who want money, sell their daughters, and they are then taken into these houses. There frequently they are very cruelly treated by their owners. It matters not whether they are sick or whether they are diseased, though they are known by their owners to be both the one and the other, they must still obey their termagant mistresses or they are thrashed most unmercifully. Truly, it is a wretched picture that he paints of the condition of affairs in regard to this horrible life.

It is pointed out that the introduction of motor boats, has seriously interfered with business on the river. In the old days, it would seem that the many cargo boats which went slowly up the rivers leisurely halted at many of the intervening towns between say Wuchow and Nanning. Now the motor boats are able to move on much more rapidly, and unless they have cargo for some of the intervening places their stay there is of the briefest, and so the business of these towns seems to be gradually decreasing. On the other hand, it is said that the business between the two towns mentioned, and between some of the intervening more important places is greatly on the increase. It would seem that the people themselves very greatly appreciate the advantage that these boats bring within their reach. The olden days of creeping passage and cargo boats has gone and will not return; now merchants can approximately know when to expect their commodities and, barring occasional accidents, they are seldom disappointed.

The stories of robbers and their doings are gruesome enough. A reference is made to a murder at a place where he was staying one evening. There was a suit box anchored near by, and during the night, when apparently few of the crew were on board, some one entered the boat and murdered the captain's nephew and also a passenger who happened to be travelling in the boat. From what I said no sufficient motive can be discovered for this dastardly deed, for the property on board did not appear to have been molested or removed. But, generally speaking, bands of marauders roam about Kwangsi, just as they are doing in Kwangtung, and rob and destroy when the opportunity occurs. On the whole, it would seem to be evident from this report that the condition of the province is less threatening than is the sister province of Kwangtung. Of course the people are much more sparsely scattered, and much less intelligent and less wealthy. Therefore, they are not able to undertake as able, and are not enough in the flow of modern life to be disturbed greatly by the currents that flow over the province of Kwangtung. On the other hand, it is clear that the same vices and danger that threaten the lower provinces flourish in Kwangsi, and the people, according to their ability, are as willing as others to spend the money they have and the time at their disposal in vice and harmful recreations. We are somewhat surprised to see no mention made of the condition of the coasts in Kwangsi, and we wonder whether the place is flooded with depressed notes as Kwangtung is at present.

## NEWS OF THE DAY.

### LOCAL AND GENERAL.

The French gunboat *Argus* arrived yesterday afternoon.

Tokyo is suffering from an outbreak of eruptive typhus which is spreading at an alarming rate.

Two solicitors have lost their gowns from the Supreme Court robing room in the last few days.

A conspiracy charge of "dying the white pigeon" has been set down for hearing before Mr. Wood on April 14 at 2.15.

Owing to the prevalence of plague all Chinese servants employed in barracks are to be medically inspected once a week by the Medical Officer in charge of the barracks concerned.

The total output of the Kailan Mining Administration's mines for the week ending 23rd March amounted to 60,450.81 tons, and the sales during the period to 3,144.44 tons.

We are asked by the Rector of the Roman Catholic Cathedral to inform the Catholic community that the services on Good Friday will commence at 8 o'clock in the morning instead of 7, as marked in the Catholic Directory.

Before Mr. Hazell and this afternoon the Crown Solicitor, Mr. Kemp, asked for leave to withdraw the application for the extradition to China of Lau Fat who was accused of kidnapping a woman and murdering her husband at Canton. Mr. Davidson of Messrs. Hastings and Hastings defended. The Magistrate acceded to the request.

Paul of 12,000 was the amount fixed by Mr. Wood this morning in the case of Chan Ho, a lamp trimmer on board the s.s. Kai Yu Maru, who was charged with having in his possession 100 taels of opium, of assaulting the police and damaging the constable's uniform.

Mr. Hind defended and made the application for bail. P. S. Adlington prosecuted.

The charges were remanded until Wednesday next at 2.15 p.m.

Several interesting matches in the Hongkong Cricket Club lawn tennis tournament are fixed for this afternoon. In the professional pairs' Halifax and King meet Joseland and Bouch; and in the semi-final of the B class will handicap D.E. Clark (own 3.6) meets S.S. Moore (own 4.6). The winner play either Hatterley-Smith or C. Clarke, who have yet to play off their tie. The remaining four fixtures for this afternoon are in the mixed doubles handicap.

The members of the Garrison Sergeants' Mess, Queen's Road, held a Whist Drive last night. Their was a good attendance. Staff Sergeant Talbot was the M.C. at the conclusion Garrison Sergeants' Mess presented the prizes to the winners:—Ladies—1st, Mrs. Allison; 2nd, Mrs. Smith; 3rd, Mrs. Brand. Consolation prize, Mrs. Hollins; Booby prize, Mrs. Cuy. Gentlemen—1st, Q. M. Sergeant Lancaster, R.E.; 2nd, Conductor Chamberlain, A.O.C.; 3rd, C.E.R.A. Seble, R.N.; 4th, C.S.M. J. R. G.A.; 5th, P. O. Marsh, R.N.; Consolation prize, Q. M. Sergeant Blake, D.C.L.I.; Booby prize, Mr. May.

### SOCIAL AND PERSONAL.

Mr. Lefferts Knox, of the China Mutual Life Insurance Co., and Mrs. Knox left today for San Francisco, via Manila.

Mr. T. L. Perkins, Executive Engineer, left for Shanghai yesterday by the *Awa Maru* en route for Home, via Singapore, on leave.

Mr. Hazell will occupy his seat at the Magistrate's court Thursday, when he takes over his duties as Puisne Judge at the Supreme Court.

Captain Winckler, who recently resigned the Command of the *Kamato Maru*, of the S.Y.T. line, left by the *Tango Maru* with his family to take up pilot work in Australia waters.

The engagement is announced of Mr. G. T. Pratt, British Consul at Tientsin, to Miss Parker of Chelmsford. The wedding is expected to take place in September next in Shanghai.

Among the passengers who left today for Home by the *Kamo Maru* were Mr. A. Seth, I.S.O., and Mrs. Seth; Mr. J. H. R. Hance, of Messrs. Butterfield and Swire; and Mrs. Hance, and Miss Hance.

The death is announced from Norfolk, V.A., of Capt. Whitton, who commanded the old *Zetia* for some time, and plotted the vessel into Manila when Admiral Dewey attacked the city. The old *Zetia* was sold to the American Admiralty and used by them as a dispatch vessel.

### ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—  
Watson & Co., Ltd. £50  
R. F. R. W. Ltd. 10  
United Assurance Co. 10  
Robert D. Co. 10  
Blomfield & Co. 10  
Hampden & Co. 10  
K. B. Ltd. 10

## YANGTZE INSURANCE ASSOCIATION LTD.

Messrs. Shaw, Tames and Co., the Local Agents of the Yangtze Insurance Association, Ltd., have received a cable from the Association's Secretary, Shanghai, to the effect that the Directors will recommend, at the forthcoming meeting of shareholders, a dividend of 25 per cent.

### VICENTE SOTTO'S AFFAIRS.

#### A Receiving Order Made.

In the Bankruptcy Court this morning, on his own petition, a receiving order was made against Vicente Sotto, editor of "The Philippine Republic."

Mr. Norrington, of Mr. G. K. Hall (London), the office which appeared for the debtor, stated that the application came before the Puisne Judge and that before the Chief Justice in Chambers. The action came on on February 6 and there was a stay of proceedings. On that action a petition was made, and filed by the late Official Receiver, there being a question at that time whether the assets were sufficient to come under Section 8 of the Ordinance, under which section a receiving order might be refused. Assets were disclosed by an affidavit filed and if they failed to materialise the order could be rescinded.

His Lordship inquired what the assets were?

Mr. Norrington replied that there was a newspaper, issued weekly in Hongkong, and certain assets connected with it. His Lordship asked if the debtor was willing to pay anything out of the profits of the newspaper?

Mr. Norrington said the debtor was manager of the newspaper and had a share in the profits.

His Lordship referred to a paragraph in the debtor's affidavit, regarding costs in a pending action which he is bringing to recover damages, and asked if there was any question of his realising any assets in regard to it.

Mr. Norrington said that action was still before the Court.

His Lordship said he had always required proof of substantial assets before making a receiving order.

Mr. Norrington: I don't think your Lordship wants me to go into the merits of this case at all?

His Lordship said he thought the Court was entitled to assistance in these matters.

Mr. Norrington: If you want me to address you on the merits of the case I will.

His Lordship: No; what I want to know is what are the assets. Mr. Norrington said there was an undertaking in existence in the publication of the journal and the goodwill attached to it. It seemed to him proper that if the debtor came before the Court, asked for relief and had he had some assets and the Official Receiver afterwards found them to be insufficient he should make an application for the order to be rescinded.

His Lordship: You say you have a contingent asset in the £500 penalty if his action. What else have you? You have the interest in the "Republic."

Mr. Norrington: We have that.

His Lordship: That brings in \$100 a month.

Mr. Norrington said the amount fluctuated.

The Chief Justice pointed out that what the debtor said was that he derived \$100 a month from the paper and out of this was prepared to pay to the trustee \$50 a month; and that negotiations were in progress for the sale of the undertaking as a going concern.

Mr. Norrington pointed out that the paragraph relating to the disposal of the newspaper alone disclosed assets.

The Official Receiver (Mr. Carpmel) observed that the petition was filed a long time ago and no offer had yet been made for the goodwill of the newspaper.

Mr. Norrington said the debtor had not disposed of it yet because he had not been authorised to do so; and added that the Official Receiver was making a statement altogether outside of his province.

The Official Receiver expressed the opinion that the order should be refused and added that there was furniture worth \$50.

His Lordship said he could not ignore the fact that there had been judgments by the Full Court against the debtor in respect to actions precisely similar to the one pending. There were two actions, both of which came before him. He could not therefore regard that asset as being worth anything.

Mr. Norrington thought there was sufficient evidence on the affidavit before him upon which to make a receiving order.

His Lordship asked if there were many creditors?

Mr. Norrington stated that the only judgment creditors had judgments for legal costs.

His Lordship made the receiving order, debtor to pay \$50 a month, failing which the Official Receiver will apply for its rescission.

### SERVES THE WHOLE FAMILY.

THE name of Chamberlain's Cough Remedy is world wide. It is good for the deep-seated cough of the adult, the cough and wheezing cough of the child. The same bottle serves the whole family. For sale by all Chemists and Druggists.

## HELEN M. Y. INSTITUTE FUND.

The Honorary Treasurer of the Helen May Institute Fund begs to acknowledge, with thanks, the following further donations:—

Ho Fook, Esq.	200.00
Mrs. Shum	100.00
M. J. D. Stephens Esq.	100.00
Anonymous	10.00
H. G. M. S.	25.00
Mrs. Basil Taylor	10.00
Anonymous	5.00

## SUSPECTED PIRATES BEFORE THE MAGISTRATE.

The first move towards bringing to book the perpetrators of the piracy of the s.s. *Childar* was made this morning when three men and a woman were charged at the Magistracy before Mr. Wood.

The prisoners are: Chao Koi (30), settler, No. 279, Reclamation Street, Yau-mat, of Sai Mun, Ping Hoi; Wong See (30), ricksha coolie, No. 217, Temple Street, Yau-mat, of Kum Pin Tong, Hoi Fung; Lam Yun (36), doctor, No. 217, Temple Street, of Mui Leung, Hoi Fung; and Lam Ng. So (46), married woman, No. 214, Reclamation Street, Yau-mat, of Wai Chau. The charge against the prisoners jointly was: That you the said Chao Koi, Wong See, Lam Yun and Lam Ng. So, on or before the 15th March, 1914, at Yau-mat, in this Colony, feloniously and knowingly did set forth certain pinnac, or did assist procure command and counsel or advise, certain persons to commit a piracy upon the crew and passengers of the s.s. *Childar* contrary to section 1, Ordinance 1, 1888.

Inspector Gerrard intimated to his Worship that he had been instructed to apply for a remand as the present charge was a provisional one only.

Prisoners were formally remanded until Wednesday.

### THE STRANDED STEAMER.

#### Tai Lee Returns to Hongkong.

The Sze Yap Steamship Company's new West River Steamer "Tai Lee," which ran aground on a mud-bank just below Kung-moon last Thursday, floated last night and arrived at Hongkong this morning under her own power.

The boat went aground on soft mud, and is stated to have received no damage whatever. Efforts to back out of the bank proving unsuccessful the expedient of going ahead over the obstruction was tried last night at high tide, and this proved quite successful, the vessel getting off unaided.

The spot where the *Tai Lee* went ashore is much frequented by pirates, and to prevent a possibility of attack a British gunboat stood by each night, while the ship's Indian guard kept a good lookout during the day.

We understand that the vessel is to be fitted with iron grilles which will completely shut off the bridge door, on which are the officers' cabins, from the passengers. Several other river boats are being similarly protected.

### MAUNDY THURSDAY, GOOD FRIDAY AND EASTER DAY.

The name Maundy Thursday is probably derived from "die Mandati" the day of the command, referring to the command to the disciples to wash one another's feet as Christ had washed theirs. It was formerly customary for the clergy and the richer laity to wash the feet of the poor on this day. In England the sovereign washed the feet of as many poor men as equalled in number the years he had lived or reigned. James II was the last King who performed the ceremony in person, but long after his time it was done by the Archbishop of York as the King's representative. And still the custom of certain poor people receiving gifts from the King is kept up in England.

The name Good Friday is peculiar to the English language. In early Christian writings it is spoken of as the Paschal Day. In the early English Church it was called Long Friday. It is a day which has always been observed by the Church with abstinence and humiliation, the intention of the Church being that we should realise the magnitude and heinousness of the sins which rendered the sacrifice of the cross necessary, and the infinite love which led our Blessed Lord to become obedient unto death in order to take our sins away.

Easter Day was originally known as Pascha, the word including the week before and the week after the festival, the whole commemoration included fifteen days and was divided into the Pasch of the Crucifixion and the Pasch of the Resurrection. The Venerable Bede speaking of the names of the months among the Saxons, says: "Easter month, which is now interpreted Paschal month, had formerly its name from a goddess of theirs who was called Eostre, whose festival they used to celebrate in it. From whose name they now designate the Paschal Season, giving to the rejoicings of the new solemnity the ancient name of the old observance."

From early times eggs were much used at Easter, the egg being regarded as emblematical of the Resurrection, in as much as it contains the elements of a future life. "Church Notes."

## BIG HULL OF AMMUNITION.

Two thousand three hundred and twenty rounds of ammunition were found by the police concealed in the lid of a large trunk in Connaught Road Hongkong on Monday. The ammunition was made up of 240 rounds of No. 44 Winchester rifle ammunition, 680 No. 38 and 740 No. 32 revolver ammunition.

Defendant admitted he had no license neither had he any rifle.

Mr. Wood imposed a fine of \$1,000. When the case had been disposed of Mr. E. Davidson appeared in court and mentioned that he had been instructed that morning to defend and an intimation to this effect given through his interpreter to an officer of the G. R. had evidently been misinterpreted. Mr. Davidson asked for a rehearing and Mr. Wood put back the case to give Mr. Davidson an opportunity of interviewing his client.

Ultimately defendant desired not to reopen the case as he was "satisfied."

### HONGKONG CRICKET LEAGUE.

H.K.C.C. (League Champions) v. Rest of League.

This match will be played on the Hongkong Cricket Club ground on Easter Monday, 13th April. Play will commence at 11 a.m. and will be held in the pavilion. The sides will be represented as follows:—

H.K.C.C.: R. Humeock (Captain), R. N. Anderson, C. C. Clark, P. E. Cobb, D. E. Donnelly, R. Kennedy, M. M. Meas, T. E. Pearce, R. A. Stokes, R. P. Thurlfield and R. L. D. Woodhouse.

Rest of the League: R. E. O. Bird (Captain), Lieut. Bagnall, H.G.A., Major Bowen, A.P.D., E. L. Bragg, K. R. Macneil, Captain Matthews, H.G.A., Capt. Morris, H.G.A., G. B. Sayer, A. J. Stuker, A. R. Sutherland and H. H. Taylor.

### SCOTTISH SPORT.

(From Our Own Correspondent.)

Edinburgh, March 17.

Watsonians surmounted one of the few obstacles between them and the Championship by defeating Edinburgh Academicals. It was not a great game, and was spoiled by the wind, the rain, and the mud. Both sets of forwards did well in the circumstances, and it was surprising to find the Academicals getting an equal share of the ball in the tight. Their backs were, however, not as clever as the Watsonians, and the result fairly reflected the run of the game. Hawick appeared against Stewartonians without Sutherland, and it is now definitely known that the winger will not play again this season. This is an undoubted misfortune for Stewartonians, who can ill spare such a brilliant and successful player. Kelso created a surprise by defeating Gala, their weighty forwards carrying off the honours. Glasgow Academicals were without one half of their regular side, but secured victory largely owing to the brilliancy of Sandeman. Jed Forest were in rampant form and did anything they liked with West of Scotland.

**BURRY RESULTS.**  
Westonians, 5; Paisley Academicals, 0.  
Jed Forest, 24; Gala University, 0.  
Glas. Academicals, 16; Gledwals, 3.  
Edin. Wanderers, 20; Hibernians, 3.  
Kelso, 21; Gala, 5.  
R. A. S. F. P., 35; Institution, 6.  
Glas. H.S. F. P., 35; 77, 0.  
Stewartonians, 9; Hawick, 0.  
Manchester, 24; West of Scotland, 3.

### ASSOCIATION—IRELAND V. SCOTLAND.

Ireland drew the Association match with Scotland at Belfast and won the International Championship for the first time. The ground was in a wretched condition as the result of two days' incessant rainfall, and militated against a skillful exhibition. Though the Scottish forwards early discovered that only by keeping the game open would any progress be made, they persisted in adhering to their traditional tactics, and close passing on a pitch dotted with pools of water was simply suicidal. The Irish forwards wisely kept the ball on the wings, where only there was fairly sound footing, and their rushing methods were not easily overcome by a defence which found it almost impossible to turn quickly and get up speed in a sea of mud. Nor were the Scots more successful in their attempts at goal-keeping. They had by far the best of the first half, and for thirty minutes were almost continuous in their attack. Ireland had three players injured at this stage. O'Connell, O'Connell, and McKee, a full-back, half-back, and goal-keeper, and each was off at different periods. Yet with ten players they were able to hold out to the interval. The only good shots saved by the Irish goal-keepers, this half, came from Hay and McMenamy, and much better opportunities of scoring were thrown away by Wilson, Reid, and Donaldson. Five minutes after the resumption of play, McKee, the Irish goal-keeper retired with a delicate shoulder. Playing four forwards, the Irishmen received a set-back. Donaldson sent in a long, high shot which took O'Connell by surprise, and Scotland led. This mis-hap would have disheartened most teams, but not the Irishmen. Their four forwards again set about making closer acquaintance with Brownlie, and after many efforts Young had the satisfaction of scoring the equalising goal eight minutes from the end.

### THE LE GUY.

Rangers were only slightly better than Dunbarton, and it was a fine play that gave them the scores. Quoted improved their position by a meritorious win at Easter Road, a ground not beloved by visiting teams. Motherwell won from Rith Rovers as the result of good work. And Motherwell were always a better balanced side than St. Mirren.

### BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the same prompt attention. As a means of inducing the bowels to move, Chamberlain's Colic, Cholera, and Diarrhoea Remedy is the best. For sale by all Chemists and Druggists.







## SHIPPING

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the  
DATES named:—

PORTS	STEAMERS	To SAIL	REMARKS
HONGKONG, KOBE, YOKOHAMA	NOVARA	About 10th May	Freight and Passengers
SHANGHAI	DELTA	About 10th May	Freight and Passengers
LONDON, via Suez, Port Said, Alexandria, SUEZ	ARCADIA	11th Apr.	Advertisement
LONDON & ANTWERP	KEIVA	About 10th May	Freight and Passengers

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.  
VIA VANCOUVER AND  
THE CANADIAN PACIFIC RAILWAY.  
PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B.  
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong	From St. John N.B.
EMPEROR OF ASIA	EMPEROR OF ASIA
EMPEROR OF JAPAN	EMPEROR OF JAPAN
EMPEROR OF INDIA	EMPEROR OF INDIA
EMPEROR OF RUSSIA	EMPEROR OF RUSSIA

Steamships leave HONGKONG at 12.00 Noon.  
The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw steamships of 18500 tons gross—30,000 tons displacement—fast, strong, and most luxurious on the Pacific.  
All steamships of the Company's fleet are fitted with a Mail Express. Each steamer is equipped with a wireless telegraph, and a special train also with John N.B. with Atlantic Mail steamer as shown above. The Empress of Britain and Empress of India are magnificent vessels of 14,500 tons, speed 20 knots, and are registered as second class on the Atlantic.

PASSENGER RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA	Optional Atlantic Port £71.10.
EMPEROR OF ASIA	do do £65.
EMPEROR OF INDIA	do do £65.
EMPEROR OF JAPAN	do do £65.

MONTEAGLE—intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port £43.  
Boston or New York £46.  
Meals and sleeping car across Canada not included in any of above rates. It required such will cost £25 additional.  
Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Canadian Pacific Railway Co.  
SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc.  
Full particulars on application to Agents.  
Through passengers are allowed "Stop Over" privileges at the various points of interest on route.  
For further information, Maps, Guide books, Rates of Passage and Freight, apply to  
D. W. AUDOKE, General Traffic Agent,  
Corner Packer Street and Praya opposite Blake Pier.

NIPPON YUSEN KAISHA.  
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATES
MARSEILLES, LONDON	KASHIMA MARU	WEDNESDAY, 22nd April
ANTWERP, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	MISHIMA MARU	WEDNESDAY, 6th May, at 10 a.m.
VICTORIA, B.C. & SEATLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA	SHIDZUKA MARU	TUESDAY, 21st April, at Noon
ROBE & YOKOHAMA	TAMBA MARU	TUESDAY, 6th May, at Noon
ROBE & YOKOHAMA	KAGA MARU	THURSDAY, 9th April, at 11 a.m.
ROBE & YOKOHAMA	SANUKI MARU	MONDAY, 13th April
ROBE & YOKOHAMA	JINSEN MARU	WEDNESDAY 22nd April
NAGASAKI, KOBE AND YOKOHAMA	KUMANO MARU	WEDNESDAY, 6th May, at Noon
SUNNEY AND MELBOURNE	NIKEO MARU	WEDNESDAY, 6th May, at Noon
DAY GLAND TOWNS	KUMANO MARU	WEDNESDAY, 6th May, at Noon
VILLE AND BARRANE	KUMANO MARU	WEDNESDAY, 6th May, at Noon
BOMBAY via SINGAPORE, COLOMBO AND PORT SAID	PENANG MARU	THURSDAY, 10th April
COLOMBO via SINGAPORE, COLOMBO AND PORT SAID	TOSA MARU	SATURDAY, 18th April
PENANG & RANGOON	COLOMBO MARU	THURSDAY, 10th April

PASSENGER SEASON—1914

FOR EUROPE	FOR AMERICA
KASHIMA MARU	SHIDZUKA MARU
MISHIMA MARU	TAMBA MARU
KAGA MARU	

HONGKONG'S MUSICAL HISTORY  
BY H. L. O. GARRATT.  
A series of articles that appeared in the CHINA MAIL.

## SHIPPING

## PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO  
via Shanghai or Manila, Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT  
Operating the following steamers  
MONGOLIA, MANCHURIA, KOREA, SIBERIA  
and  
NILE, CHINA and PERSIA.

STEAMERS	TO SAIL	REMARKS
MONGOLIA	10th Apr.	10th Apr.
MANCHURIA	10th Apr.	10th Apr.
KOREA	10th Apr.	10th Apr.
SIBERIA	10th Apr.	10th Apr.
NILE	10th Apr.	10th Apr.
CHINA	10th Apr.	10th Apr.
PERSIA	10th Apr.	10th Apr.

King's Building (opposite Blake Pier).  
Panama-Pacific International Exposition—San Francisco—1915.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE.  
via SHANGHAI, MANILA, the INLAND SEA  
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
NIPPON MARU	11,000-18 knots	Wed. day, 8th Apr. 10.30 a.m.
HONGKONG MARU	11,000-18 knots	Saturday 25th Apr.
SHINYO MARU	22,000-21 knots	from Kobe 11th May
CHIVO MARU	22,000-21 knots	Tuesday, 19th May
TENYO MARU	22,000-21 knots	

Passengers by this steamer may travel per s.s. "HONGKONG MARU" via MANILA omitting Shanghai.  
All Steamers will be despatched at NOON.  
First Class to London £71.10. Return (6 months) £120.  
First Class to New York £60.  
First Class to San Francisco £45.  
Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.  
SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.  
ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.  
Passengers may travel by railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.  
via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

SEIYO MARU	14,000-15 knots	Saturday, 11th April
ANYO MARU	18,000-15 knots	
KIYO MARU	17,000-14 knots	

For full particulars as to Passage and Freight apply to  
S. MORIMOTO, Agent,  
Telephone 291. KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES  
FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM JAPAN  
via SHANGHAI.  
FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
via SUEZ CANAL.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT	10th April
YOKOHAMA	PAUL LECAT	13th April
YOKOHAMA	PAUL LECAT	2nd May
MARSEILLES, via PORT SAID	ATLANTIQUE	21st April at 1 p.m.
	ATLANTIQUE	18th May at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.  
TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY, and AUSTRALIA, at PORT SAID for LEBANON, COASTAL TRADING and BLACK SEA.  
Through Tickets to London, via Paris by rail.  
Cheaper tickets to Europe via SUEZ and SUEZIAN ROUTES and vice-versa delivered here.  
For further particulars apply to  
S. C. de BUSSIERRE, Act. Agent.

THE EASTERN & AUSTRALIAN STEAMSHIP CO.  
LIMITED.MAIL SERVICE  
TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ANNIV. HONGKONG	LEAVE HONGKONG
EASTERN	April 4th	April 10th at 10 a.m.
ALDREHAM	April 11th	April 17th at 10 a.m.
EMPIRE	April 18th	April 24th at 10 a.m.

THE above steamers are fitted with refrigerating machinery, ensuring a plentiful supply of Ice, Fresh Fruit, etc., and are fitted with Electric Light. All State Rooms have Electric Fans. A day's qualified Doctor and Surgeon on board. For further particulars, apply to  
GIBB LIVINGSTON & CO.  
Agents.

## SHIPPING

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI, TSINGTAU & NEWCHANG	TAIYU	April 9, at 4 p.m.
SHANGHAI	TAIYU	April 9, at 4 p.m.
SHANGHAI & TSINGTAU	TAIYU	April 11, Midnight
SHANGHAI	TAIYU	April 14, at 4 p.m.
MANILA, CEBU & ILOILO	TAIYU	April 14, at 4 p.m.
HONGKONG & HAIPHONG	TAIYU	April 15, at 10 a.m.
SHANGHAI & TSINGTAU	TAIYU	April 16, at 4 p.m.
SHANGHAI & TSINGTAU	TAIYU	April 18, Midnight
MANILA, CEBU & ILOILO	TAIYU	April 21, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE. Twin screw steamers "Chinshu," "Taming," & "Tan" Excellent saloon accommodation, electric fans, Electric Light, Extra state-rooms on deck, aft on "Taming" and "Tan."  
SHANGHAI AND TSINGTAU LINE. The Twin Screw Steamers "Anhui," "Cheung," "Shanghai" and the s.s. "Kanchow," "Liangchow," "Luchow," and "Yingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.  
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.  
These steamers land passengers in the ghat, avoiding the inconvenience of transshipment at Whooing.  
REDUCED FARES Single \$45 Return \$75.  
For Freight or Passage apply to  
BUTTERFIELD & SWIRE,  
AGENTS.  
Telephone No. 36.

## INDU-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
KOBE & MOJI	LOVAT	THURSDAY, April 9, Daylight
SHANGHAI, TSINGTAU via SWATOW	CHOYANG	THURSDAY, April 9, Daylight
SINGAPORE, PENANG & CALCUTTA	YATSHING	THURSDAY, April 9, at 2 p.m.
KOBE & MOJI	KUMSANG	SATURDAY, April 11, at Noon
MANILA	LUONGSANG	SATURDAY, April 11, at 2 p.m.
SHANGHAI	YANG	SUNDAY, April 12, Daylight
SHANGHAI	KWONGSANG	SUNDAY, April 12, Daylight
MANILA	YUENSANG	SATURDAY, April 18, at 2 p.m.

RETURN TOURS TO JAPAN.  
The steamers Kuzung, Nansung & Lamsung leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Tim occupied 20 days. This service is supplemented by the Kuzung, Nansung, Lamsung, Yatsung and Lamsung leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning direct to Hongkong. Time occupied 18 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A fully qualified Surgeon is also carried.  
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Shanghai.  
Taking Cargo on through Bills of Lading to Kuantan, Labad Data, Singapore, Suez, Omdurman, Jerusalem and Lebanon.  
For Freight or Passage, apply to  
Telephone No. 215.  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG, STRAITS  
& RANGOON.

## EASTWARD

The S.S. MUTTRA 4,644 tons gross, Captain R. Carey, will be despatched for Yokohama, Kobe and Moji on the 15th April Daylight, taking cargo and passengers at current rates.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Telephone No. 215.

## THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO CHANGE WITHOUT NOTICE.

## 'SHIRE' LINE SERVICE—HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	MERIONETHSHIRE	About 13th April
LONDON ROTTERDAM & ANTWERP	CARDIGANSHIRE	About 19th May

## TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

FOR	STEAMERS	DATE OF DEPARTURE
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	EDEN OF RUTHVEN	About 9th April
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	GLENLOCHY	About 2nd May
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	KARNARVONSHIRE	About 28th May

For freight and further particulars apply to  
JARDINE, MATHESON & Co., Ltd.,  
AGENTS.  
Telephone No. 215 Sub Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

## APOAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, HONGKONG, SHANGHAI  
AND JAPAN PORTS.

## EASTWARD.

S.S. TORILLA, 5,405 tons, Capt. Swanson, R.N.R. will be despatched for SHANGHAI, KOBE and MOJI on 13th April.  
S.S. DIWANA, 5,378 tons, Capt. Khamat, R.N.R. will be despatched for KOBE and MOJI on 25th April.

## WESTWARD

S.S. APCAR, 4,450 tons, Captain Walker, will be despatched for SHANGHAI, PENANG & CALCUTTA on 13th April.  
S.S. THONGWA, 4,450 tons, Capt. O. M. Hobbs, will be despatched for SHANGHAI, PENANG & CALCUTTA on 13th April.

The above steamers are fitted with refrigerating machinery, ensuring a plentiful supply of Ice, Fresh Fruit, etc., and are fitted with Electric Light. All State Rooms have Electric Fans. A day's qualified Doctor and Surgeon on board. For further particulars, apply to  
DAVID SASSOON & CO., LTD.  
Agents.

## SHIPPING



Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ARCADIA, Capt. S. BARNUM, carrying his Majesty's Mail, will be despatched from this port for HONGKONG, on SATURDAY, the 11th April, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Hongkong from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Sub and Valuables, and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo; the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay to London on the 25th May, 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, March 28, 1914.

## THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK via SUEZ CANAL.

(With Liberty to call at the MALACCA Coast).

THE Steamship AFGHAN PRINCE, Captain WHALEY, will be despatched as above on SATURDAY, the 25th April.

For Freight and passage, apply to  
ARNHOLD, KARBURG & CO.,  
General Agents.  
Hongkong, March 31, 1914. 383

## THE 'INDRA' LINE, LIMITED.

FROM NEW YORK, via SUEZ CANAL.

(With Liberty to Call at the MALACCA Coast).

THE Steamship 'INDRASAMHA' Captain JONES, will be despatched for NEW YORK via SUEZ on or about MONDAY, 5th May.

For Freight, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Telephone No. 215, Sub. Ex. No. 9.  
Hongkong, April 4, 1914. 429

## 'SHIRE' LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE S.S. Den of Ruthven having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th inst. at 5 p.m. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 13th inst. at 9.30 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be entered by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents.  
Hongkong, April 6, 1914. 437

## NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship SIGMARINGEN, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon today requiring it to be landed here. No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered on the 10th of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 10th of April at 11 a.m. All claims must reach us before the 17th of April, 1914, or they will not be recognized. No Fire Insurance will be entered. Bills of Lading will be countersigned by the Underwriters.

## NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship SIGMARINGEN, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

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## NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.







